MILBRANDT
ARCHITECTS

Towns on 7th
Site Development Permit Submittal
Project Narrative

The following Project Narrative includes land use alignment, development objectives, describes the proposed design and its compliance with applicable design standards, and discusses the measures proposed for a sustainable development.

Project Narrative

Land Use Alignment:

The project site occurs within Central Issaquah's "Confluence District" and is zoned "Mixed Use Residential" (MUR). The intent for MUR zones is to create small to medium residential neighborhoods and to serve as a buffer between urban development to the north and residential neighborhoods to the south.

Several permitted uses are allowed under MUR zoning including this project's proposed use: Multifamily Dwellings (3-4 attached and 5 or more units) as well as 1 standalone unit (Single Family Detached, also a permitted use). The project's proposed design is for the construction of 29 Townhomes. All except 3 units provide a 2-car private garage, while the other 3 units include oversized 1-car garages, providing a total of 55 covered parking stalls. A 2,492 sq. ft. Community Plaza is proposed providing residents the opportunity for community gathering and recreational activities. Included in this Plaza is a 400 sq. ft. amenity space, as required for projects with more than 22 total units. The project is intended to be built and sold as condos approved under a Binding Site Plan.

The proposed Townhome development is suitably aligned with the use and density envisioned for this site as outlined within the Development Standards. The proposed design will provide the desired transition from medium urban commercial scale developments located toward Gilman to low-density single-family neighborhoods that exist to the south and west.

Development objectives:

Once completed, Towns on 7th will provide increased options for housing within Central Issaquah. Townhome developments can help fill the need for "missing middle" housing within cities, providing an alternative to the often more ubiquitous detached single family and stacked flat apartment options. Our goal for is to provide even greater opportunity for quality living in Issaquah by offering well-planned, well-appointed, low maintenance homes with safe bicycle and pedestrian connections and overall convenient access to the amenities within Central Issaquah.

Design Standards:

Site Design -
The proposed design is the result of site planning that thoughtfully incorporates the design parameters outlined in Chapter 11.0 of the Design Standards.

The overall site design is driven by a desire to respond to the surrounding context of the site. With frontages along both Newport Way NW and NW Holly St., attention was given to building location to create a strong frontage along these primary circulation pathways as well as respond to the future re-alignment at their intersection. Vehicle circulation and garage access was organized to minimize its visibility from Newport Way NW and NW Holly St, allowing the street facing elevations to fully engage with the public realm. A centrally located Pedestrian-only Through Block Passage provides the organizational structure for the remainder of the site, connecting on an East-West axis from 7th Ave. NW to Newport Way NW. Two buildings frame the Passageway at the 7th Ave NW frontage and create a courtyard feel at the entry to the Passageway. This space is lined with the front entry stoops of the Townhome units as well as their upper level balconies, allowing for engagement and interaction between the public and private realm, with the intent to create an enlivened thoroughfare that is inviting from the outside. At the western end of the Passage, the entry is framed by landscaping on both sides, creating a gateway and inviting the passerby along Newport Way off of the Right of Way and along this landscaped path through the site.

Of the 29 Townhomes, 13 front directly onto the Newport Way NW and NW Holly St. frontages. Street-facing facades of these 13 Townhomes combine to form a “street wall” meeting the build-to-line intent of the Design Standards. The result is active and engaged streetscape that enhances the public realm and makes for safer pedestrian and bicycle circulation along the project’s frontage. Also, these Townhomes have direct entry from the sidewalk along Newport Way NW and NW Holly St., creating opportunities for community interaction while lending a human scale to the project at street level. The remaining Townhomes front either onto the Primary Through Block Passage running East-West through the site, or onto an extension of the Passage to the north, providing circulation to unit entries for Building 5 and a buffer from the neighboring parcels to the Northwest.

The proposed site design maintains views and connection to the site’s existing natural features and context that border it to the West, across Newport Way NW. Unit facades of Building 3 as well as the termination of the Passage frame views to the wooded area adjacent to Newport Way NW and the site respects and remains visually connected with the natural context and environment.

Circulation Design -

The proposed design implements the standards for Circulation Design as outlined in Chapter 12.0 of the Design Standards.

The proposed design gives emphasis to various types of circulation facilities such that they function as safe and attractive pathways for both motorists and pedestrians. The Primary Pedestrian-only Through Block Passage gives residents clear pedestrian pathways through the project and a direct connection to the public realm. Additionally, it serves as a benefit to the community at large, aligning with the intent of the Passages per the design guidelines.

To further promote the safety of on-site pedestrian circulation the project utilizes a single motorist entry and single 20'-wide alley to access resident garages. The motorist entry has been intentionally located on the lowest/most residential classification of street and towards the northern boundary of the project site to maximize distance from the intersection of NW Holly St. and 7th Ave NW. At locations where pedestrian circulation must cross vehicular circulation, visual cues and surface material changes are used to show motorists they are entering a shared realm and to proceed with caution. The materiality of the pedestrian pathway supersedes the materiality of the vehicular drive at the intersection to emphasize and delineate this crossing.

The proposal was developed in communication with City staff regarding the City's plans for proposed improvements at the Newport Way NW and NW Holly St. intersection. A portion of the site has been set aside for dedication to accommodate those proposed improvements at a future date. The building layout has been adapted to the anticipated post-dedication property line in an effort to respond to the curvilinear nature of the round-a-bout proposal and still reinforce the concept of a "street wall" along the frontages and intersection. At this time the applicant seeks to more clearly define the interim improvements along this frontage, given the timing of this proposal and the proposed improvement project, by continuing to work in conjunction with City staff.

Community Space –
The proposed design implements the standards for Community Space as outlined in Chapter 13.0 of the Design Standards.

A Community Plaza measuring approximately 2,492 sq. ft. is proposed for the project. The Community Plaza is programmed to provide space for community gathering among the residents. The amenities provided include a patio area with picnic benches and barbeques as well as grass lawn designated for flexible activity space. The Plaza is further enhanced with landscape features and arbor/trellis structures intended to create a sense of oasis and greenness in the middle of urban development.

In addition to the Community Plaza, each street-facing unit has a front entry porch with a direct pedestrian link to the circulation facilities along Newport Way NW and Holly St. NW. These porches vary from at-grade to slightly raised and employ landscaped yards in the setback to help delineate public vs. semi-private space. Additionally, in alignment with the Architecture

and Urban Design Manual, a majority of the units have upper-level balconies, also on the public facing facade. Together, these private amenity spaces create a street-edge composed of varied types of connected outdoor space which is visually interesting and contributes to the vitality of the public realm.

The Pedestrian-only Through Block Passage at the center of the project serves as a pathway to the front entry porch of each Townhome unit along it. This Passageway, together with the entry porches and upper level balconies, create a corridor of varied types of connected outdoor space, one that is visually interesting and enhances the Passageway itself.

Building Design –
The proposed Townhomes comply with the applicable standards for Building Design as outlined in Chapter 14.0 of the Design Standards.

The buildings fronting Newport Way NW and NW Holly St. are located on the build-to-line (while respecting easement requirements of the existing storm line in Holly St.) to create a continuous street wall across the length of the Townhomes. The street wall plane and the associated facades are varied and detailed as explained below.

Considerable thought was given to the exterior form of the building and its presence along the street. The “Arts and Crafts” architectural style, as specified in the Architecture and Urban Design Manual, was chosen to inform the elevation design of the project. The Arts and Crafts style fits well within the existing context of the neighborhood as well as with the proposed housing typology. The features of the style can be seen in the building form and massing, the material selections and placement, window and door configurations, and color palette.

Each building is composed of 3-story Townhome units with many featuring a ‘habitable attic’ space within the roof structure, which aligns appropriately with the scale of the Arts and Crafts style. The dormer roof forms at the habitable attic spaces aid in creating visual interest through height variation at the roof eave line along the building frontage. Steeply sloped roofs and gable roof forms of the Arts and Crafts style fit well with these dormers, emphasizing the roof form and pitch, and allowing for opportunities for sweeping roofs that cross over levels of the unit. Upper-level balconies have been provided as appropriate to the Arts and Crafts style.

Brick and simulated wood lap siding have been selected as cladding materials and located to delineate and highlight formal elements of the design. Particular attention has been given to the base of the facade, to enhance the pedestrian experience. Brick work forms a solid base in alignment with the guidance from the Manual and in several locations extends above the ground level of the facade, as appropriate to the Arts and Crafts style. Simulated wood siding (Hardie board or similar) provides a durable yet authentic looking treatment to the remainder of the façade.
Attention has been given to the window grouping and detailing, with windows placed in groupings or 2 or 3, with a vertical rather than horizontal emphasis, as appropriate to the Style.

A clean and simple window trim detail highlights window locations and accent elements such as window boxes at ground level windows provide a human scale element at the pedestrian level. The only locations where a horizontal window may occur is at select ground level locations where a balance between functional privacy and design must be balanced, particularly at garage wall locations. Entry doors are recessed with glass-lites, appropriate to the style. The entries are highlighted by brickwork that reflects the rectangular and orthogonal forms of the overall building.

The colors selected are primarily whites, grays and dark browns and grays in addition to the natural colored brick material, which includes a darker coal colored brick and a lighter earthtone colored brick, appropriate to the Arts and Crafts style. The simulated wood siding will be painted and the brick natural and unpainted. These color selections, combined with material choices, highlight the formal elements of the design and provide visual interest to the elevations.

Parking -
The proposed project meets the standards for Parking as outlined in Chapter 15.0 of the Design Standards.

Integral to each Townhome is a 2-car garage, excepting three 1-car garage units, providing a total of 55 garage stalls for the project. Garages are accessed via the proposed 20-foot-wide alley that runs behind the Townhomes. As such, the visibility of the motorized circulation facility and garages from the public realm is minimized. Landscaping provides additional screening of motorized circulation and parking.

Additionally, 4 on-site surface stalls are provided, inclusive of a ‘loading’ space, and are located central to the site and near the Community Plaza, providing an option for guest parking and keeping those vehicles off of the surrounding streets.

Priority has been given to pedestrian circulation with a network of pathways provided both interior and exterior to the site. The alley, garages and off-street parking stalls are sized and located such that their impact to planned pedestrian circulation facilities is minimized.

Given the type of dwellings proposed for the project, we foresee bicycle parking to be of a more private nature. Although there is no code requirement for bicycle parking for this proposed use, unit garages have been designed to provide space for bicycle parking. This way bicycles can be safely and securely stored in a location convenient to each resident.

Space for waste and recycling receptacles has also been provided within each private garage. The applicant proposes individual pick-up of waste containers on trash day along the internal alleys on-site, with bins stored within garages on days other than collection day.

Landscape -

The proposed project meets the standards for Landscape as outlined in Chapter 16.0 of the Design Standards.

The landscape design incorporates plant species and planting strategies that enhance the character, ecological function, and aesthetic quality of the development and community. Both native and adaptive plants have been chosen carefully to consider local context while remaining resilient in an urban environment. Low water use plants and native species will create a sustainable, stress resistant landscape. In addition, architectural features such as raised planters and trellises help enhance the landscape design and connect to surrounding architecture, while maintaining the human scale.

Tree placement and quantities have been designed to exceed density and replacement standards, as well as shade structures, parking areas, and common open spaces. This will reduce energy use by structures, as well as heat radiated off hardscapes. In addition, trees will also screen development to provide privacy while also ensuring visibility and transparency for public pedestrian and vehicular throughways.

Lighting Design -
The proposed project meets the standards for Lighting as outlined in Chapter 17.0 of the Design Standards.

Lighting fixtures have been dispersed throughout the development along public pedestrian circulatory paths, building entrances, and private community spaces to increase accessibility and visibility in all areas. Fixtures have been chosen to distribute light evenly while maintaining dark sky elements.

Fixtures are to be less than 15 feet in height to retain the pedestrian scale of the development and are positioned in repeating patterns for aesthetic and accessibility continuity. The styles of the light fixtures reflect the architectural style of the townhomes, and the character of the neighborhood. All fixtures are compliant with standards set out by Chapter 17.10 Table A of the Design Standards.

Fixtures have all been incorporated into landscape areas, paired with planting design and tree placement that will not hinder the effectiveness of the lighting or the landscape design.

Sustainable Design:

The design team is familiar with the City's *Vision on Sustainable Development* document and aware of the available incentives and energy-performance certification options. Many of these options pertain to the building permit and construction sets for the project, which are still in development and yet to be submitted. The following items are several of the green building practices under consideration by the developer and design team:

- Provide solar-ready roofs (design for attachment, electrical rough-in)
- Use ENERGY STAR appliances, fixtures, and equipment
- Heating provided through high efficiency duct-less mini split heat pumps.
- Install WaterSense-labeled fixtures for all faucets, showerheads, toilets, irrigation etc.
- Both native and adaptive plant species with low water needs have been carefully chosen to ensure that water use will be at a minimum after establishment.
- Divert construction-related debris through reuse and recycling
- Source materials locally/regionally (within 500-mile radius)
- Incorporate materials of low toxicity (avoiding urea formaldehyde products or other Red List materials from the Living Future Institute, use Green Seal-certified adhesives, floor finishes, caulks, sealants, and paints)
- Hardwire outlets for electric vehicles

Architecture & Urban Design Manual Compliance:

The following outlines the proposed project's compliance with the Architecture & Urban Design Manual. Letter items list individual Design Manual requirements, bullet point items list how project complies to each requirement.

<u>Arts and Crafts Style</u>

- **Massing:**
  a. Steeply pitched, gable roofs.
     - All roof elements are minimum 8:12 pitch.
     - Primary roof slope at 10:12.
     - Roof form is predominately gable roof with intersecting ridges
  b. Eaves with shallow to no overhangs.
     - Rake extensions are 12" from face of building.
     - Typical eave overhang is flush against the siding material.
  c. Upper Level Balconies
     - Balconies provided at second level along public facing elevations, engaging the public realm
- **Scale:**
  a. Building appears as 3 story massing with portions as appearing as high as 4 stories (dormers).
     - All buildings are 3 stories or less, with a habitable attic space expressed through dormers at the roof level.
     - Height variation is provided through alternating dormer and roof expression.
  b. Buildings cannot exceed 200 feet in length.
     - Buildings are all under 200' in length.
- **Materials:**
  a. Cladding material shall be shingle, wood, masonry, or simulated shingle and wood.

- Siding material to be premium quality simulated wood plank and natural unpainted brick. Masonry materials grounded at base level and at times expressed upwards to upper levels, with lighter materials above

b. Cladding material types shall be three for fewer.
- 2 cladding types are used: horizontal lap siding, and brick.

- **Color:**

a. Earthtone colors.
- Color-rendered exterior elevation drawings show proposed use of whites, grays and subtle earth tone colors.

b. Natural, unpainted, or stained cladding and trim.
- Color-rendered exterior elevation drawings show areas where unpainted brick cladding is proposed. Painted simulated wood siding above.

Natural Context

- **Natural Areas:**

a. Natural Building facade materials that age well over time.
- Siding material to be premium quality simulated wood plank siding that provides the look and texture of natural wood but is durable and long lasting.

b. Ample building openings.
- As evidenced by the elevations, ample glazing has been provided to allow views of the natural context and bring daylight into the homes.
- All exterior doors are shown with glazing panels to further increase the visual connection to the exterior.

c. Limit light pollution by site lighting.
- Lighting fixtures have been chosen that distribute light so that dark sky elements of the community will not be affected, while still providing necessary coverage of circulation areas.

Compatibility

- **Harmony:**

a. Development shall be consistent with neighboring buildings and historical context of the area.
- Building to the North (Issaquah Newport Way Storage) most closely aligns to the NW Contemporary style outlined in chapter 2. That style is not currently allowed for this area.
- Nearest building to the south (Issaquah Valley Elementary School) is an institutional building in a style that is not appropriate for residential design.
- Buildings to the east are a mix of old and new 1-2 level single family residences, predominately aligned to the Craftsman or Arts and Crafts styles.
- Buildings to the west are separated visually and physically by the natural land mass and features to the west of Newport Way NW.
- The design is in harmony with the historical context as directed by the Arts and Crafts style outlined in chapter 2.

Block Size

- **Maximum Dimensions:**
  a. Block size to be limited to 240'x400'
     - The project site is irregular in shape, but in its longest dimensions measures approximately 245'x 340'.
     - Pedestrian-Only Through Block Connection is provided through the middle of the site, per the CIDDS design guidelines.

Block Access

- **Through-Block Passages:**
  a. Provide through-block passage amenities where appropriate
     - Site design includes a primary pedestrian-only through block passage.
     - Alley serves as bicycle circulation providing residents direct connection to the public way.
  b. Align through-block passages to existing streets
     - There are no surrounding existing streets that allow for alignment.
- **Alleys:**
  a. Mixed mode is not feasible as there are 3 Right of Way frontages to the project site and to promote street walls along those frontages much of the site needs to be accessed internally via alley.
- **Parking Structures & Lots:**
  a. Parking located on alleys.
     - Garages access via alley
  b. Carports away from public realm.
     - No carports are proposed.
  c. Access gates to parking structures should be cohesive to the building design.
     - No access gates or parking structures are proposed.
  d. Screen parking along street.
     - No parking is proposed along street.
  e. Screen ground floor structured parking.
     - No structured parking is proposed except with garages which has a garage door to screen views.

Building Edges

- **Enclosure:**
  a. Buildings 6 floors and higher
     - N/A
  b. Build first two floors of buildings less than 6 floors to street edge.
     - All three floors of the Townhome buildings are fronting and in close proximity to the ROW edge.
  c. Incorporate outdoor space on upper floor step back when provided.

- Upper level covered balconies are provided.

d. Maintain street wall at open spaces along street.
   - Street wall is maintained for the length of the buildable property where feasible. Breaks in street wall are limited primarily to intersections of Pedestrian Only Through Block passages and automobile access points.

- **Setbacks - Ground Floor Multifamily:**
  a. Zero Setback: 18" above grade and max. 4' recessed entry.
     - N/A
  b. Zero Setback: Windows above pedestrian sight lines
     - N/A
  c. Up to 10' setback: Incorporate landscaping within setback.
     - The buffer space is landscaped to provide residential privacy.
  d. Entries shall be at grade or higher.
     - Entries are situated at grade or slightly above to respond existing ROW grading.
  e. Provide separation from private areas.
     - Landscape areas use shrubs and ground covers to screen and physically separate homes from private common spaces.
- **Setbacks – Natural Areas:**
  a. Development is located in a natural context zone but is less than 4 floors, and therefore this section is N/A
- **Entries – Ground Floor Multifamily:**
  a. Achieve balance between privacy and welcoming at unit and lobby entries.
     - Entries are clearly identifiable along the building frontage to provide a sense of place. Covered entryways help to define the space as a transition into the private realm and create a sense of ownership at the entry threshold.
  b. Entries facing a busy street shall be provided separation via grade change and/or recess or setback.
     - Entries along ROW are set back from the ROW frontage via landscaping buffer and porch.
  c. Buildings longer than 50' shall have separate unit entries.
     - Each unit has its individual entry.
- **Ground Floor Transparency – Ground Floor Multifamily:**
  a. Window glazing shall be clear
     - No frosted or otherwise obscured windows are proposed.
  b. Privacy may be provided via blinds
     - Window coverings will be left to individual owners to furnish.
  c. 40% of linear street frontage shall be fenestration.
     - Fenestration at street frontage shall be further refined but shall comply with this requirement.
  d. Weather protection
     - Weather protection is provided in the form of recessed entries at every individual unit entry.

<u>Usable Open Space</u>

- **Courtyards & Forecourts:**
  a. Areas intended for public gathering shall be visible from the street.
     - The courtyard provided is intended for private community use.
  b. Outdoor spaces shall be human scaled and provide a variety of activities.
     - The proposed Community Plaza provides for gathering and flexible use on both the patio and lawn spaces. Landscaping and trellising aid in creating a human scale and intimate setting, separated from the surrounding urban scale.
  c. Use planters to create transitions between spaces.
     - Planting beds are used to transition and delineate between the public realm of the Through-Block Passage and the private Community Plaza.
  d. Structures can be used but must be provided with a 6' circulation path.
     - The Community Plaza is accessed via 10' wide circulation path in the Through-Block Passage.

Development Adjustments:

None proposed.

Site Utilities and Infrastructure

The following outlines the proposed project's compliance with Issaquah Municipal code and public works standards.

Sanitary Sewer

Sanitary sewer will be extended from 7th Ave NW into the site. Sewer mainline will then be extended through the alley to provide gravity sewer to each unit.

Water

Water currently exists in 7th Ave NW and Newport Way NW. The existing water main within 7th Ave NW will be upsized to a 12" water main, along the project frontage. Water main will be connected from Newport Way NW along NW Holly Street, connecting to the main in 7th Ave NW.

Stormwater

The stormwater system for the project will be designed to match the natural hydrology of the project area and the natural discharge locations of the project site. Per the City of Issaquah stormwater Addendum, this site is located within the valley floor area of downtown Issaquah. As such, the pre-development condition can be assumed to be existing conditions. The site is flat with existing homes and landscaping. The generally site drains from the south to north, draining into 7th Ave NW. There is an existing

conveyance system within 7th that is sized adequately to handle the detained runoff.

- A private stormwater vault will be constructed on site to manage all onsite stormwater. This vault will be constructed of a pre-fab system such as R-tank. A separate building permit will be submitted in association with the construction of this vault. The private stormwater vault is placed central to the city, within the open space area, and discharges into the existing conveyance system within 7th Ave NW.
- The onsite private stormwater vault is designed such that it is at least 20 feet from exterior property lines and at least 20 feet from buildings. This vault will be owned and maintained by the HOA.
- A second small public vault will be installed with the public ROW for the collection, detention and treatment of the public water created along the project frontage. This vault will be owned and maintained by the City of Issaquah.
- Enhanced water quality treatment of the site will be provided by a bio-pod filtration system.
- Development of the subject property will be required to comply with the most current version of the City of Issaquah Addendum, which, at this time is the 2017 Stormwater Design Manual Addendum. This publication locally modifies the Washington State Department of Ecology's 2012 Stormwater Management Manual for Western Washington as amended in 2014 (2014 SWMMWW).

Project Review

The applicant has taken the time to review the project Site Development Permit and Binding Site Plan with the applicant's land use council, Duana Kolouskova, CCed in reference.

cc: Duana Kolouskova, Johns Monroe Mitsunaga Koloušková, PLLC